

BookletChart™

New Haven Harbor

NOAA Chart 12371

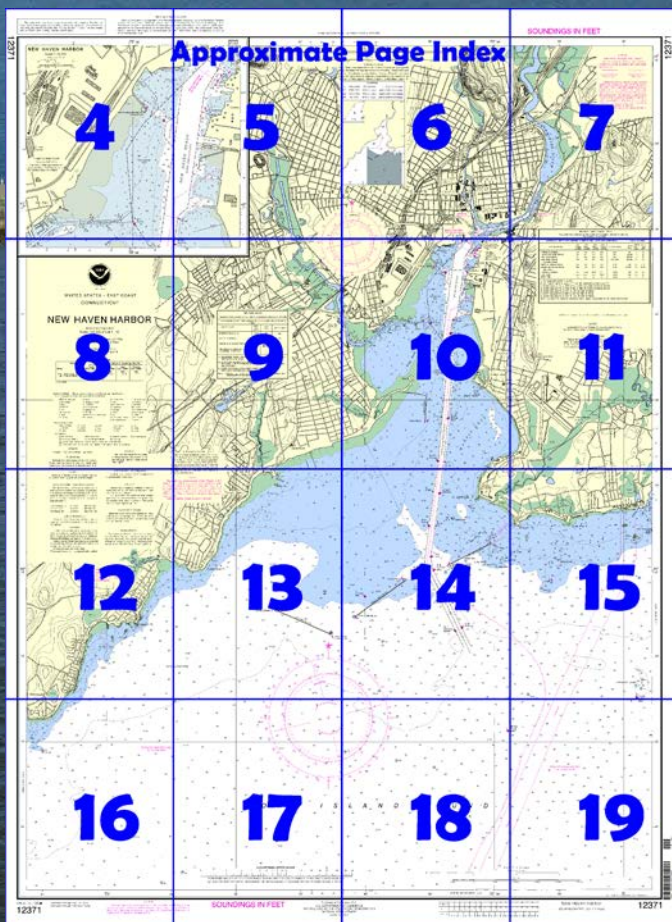


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

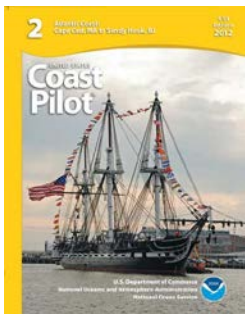
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12371>



(Selected Excerpts from Coast Pilot)

New Haven Harbor, an important harbor of refuge, is about 68 miles from New York, 179 miles from Boston via Cape Cod Canal, and 171 miles from Nantucket Shoals Lighted Horn Buoy N (LNB). It comprises all the tidewater northward of the breakwaters constructed across the mouth of the bay, including the navigable portions of the West, Mill, and Quinnipiac Rivers. It is about 2 miles wide. The inner harbor, northward of Sandy

Point and Fort Hale, is shallow for the most part, except where the depths have been increased by dredging. The main entrance channel, between Middle Breakwater and the East Breakwater, leads northward to Tomlinson Bridge at New Haven. Anchorage basins for medium draft

vessels are on the west side of the channel north of Sandy Point.

Waterborne commerce in the harbor consists of petroleum products, scrap metal, lumber, automobiles, gypsum, paper and pulp products, steel products, chemicals, rock salt, and general cargo.

West River, on the west side of the main channel about 3 miles above Southwest Ledge Light, has a dredged channel marked by buoys to just above the first highway bridge (Kimberly Avenue Bridge), about 1.2 miles above the channel entrance. In April 1996-February 1997, the midchannel controlling depth was 10 feet from the channel entrance to Buoy 18, thence in February 1997, 5 feet at midchannel to just above the first highway bridge, the head of navigation.

Mill River, on the west side of **Fair Haven** about 4 miles above Southwest Ledge Light, is entered from the main channel through a dredged entrance channel that branches into an east and west fork to the Grand Avenue Bridge, 0.6 mile above the mouth. In June 1982, the controlling depths were 6½ feet (11 feet at midchannel) to the Chapel Street Bridge about 0.25 mile above the entrance, thence 9 feet through the east bridge opening and 3½ feet through the west opening, thence 6½ feet to the junction with the east and west forks, thence 9½ feet at midchannel for about 250 yards in the east fork, thence in 1980, 1 foot at midchannel to the head of the channel, and in 1980-June 1982, 5½ feet at midchannel for about 225 yards in the west fork, thence in 1980, 1½ feet at midchannel to the head of the channel.

Quinnipiac River, on the east side of Fair Haven about 4 miles above Southwest Ledge Light, has a dredged channel to Grand Avenue Bridge, about 1 mile above the mouth. In November-December 1993, the controlling depth was 15 feet at midchannel to the Ferry Street Bridge about 0.5 mile above the mouth, thence 12 feet at midchannel to the Grand Avenue Bridge except for shoaling along the edges.

Inside West Breakwater and the southwest part of Middle Breakwater, anchorage is available for vessels up to a 19-foot draft. Caution should be exercised to avoid the fish stakes in this area.

Vessels may anchor northward of Southwest Ledge Light in depths of 18 to 20 feet, soft bottom in places. Care should be taken to avoid the ledges northward of the East Breakwater. Deep-draft vessels awaiting berthing assignments can anchor about 1 mile southward of the sea buoy; holding ground is excellent.

Vessels may anchor northward of Southwest Ledge Light in depths of 18 to 20 feet, soft bottom in places. Care should be taken to avoid the ledges northward of the East Breakwater. Deep-draft vessels awaiting berthing assignments can anchor about 1 mile southward of the sea buoy; holding ground is excellent.

Dangers.—Townshend Ledge, 2.7 miles southeast of Southwest Ledge Light, has a least depth of 18 feet and is marked by a lighted bell buoy. Tomlinson Bridge, at the head of the main harbor at the confluence of Mill and Quinnipiac Rivers, has a vertical lift span with a clearance of 13 feet down and 61 feet up. Just above this bridge is a fixed highway bridge with a clearance of 60 feet. The bridgetender of the Tomlinson Bridge monitors VHF-FM channel 13; call sign KXJ-688. An overhead power cable with a clearance of 91 feet crosses the channel just above the fixed highway bridge.

In the entrance between the breakwaters, the tidal current has a velocity on flood of 1.4 knots, and ebb 0.9 knot. The flood sets 319° and the ebb 152°. In the draw of Tomlinson Bridge, the velocity is 0.4 knot. The flood sets 015° and the ebb 215°. Ebb velocities are increased by freshets. (Consult the Tidal Current Tables for predicted times and velocities of currents.)

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

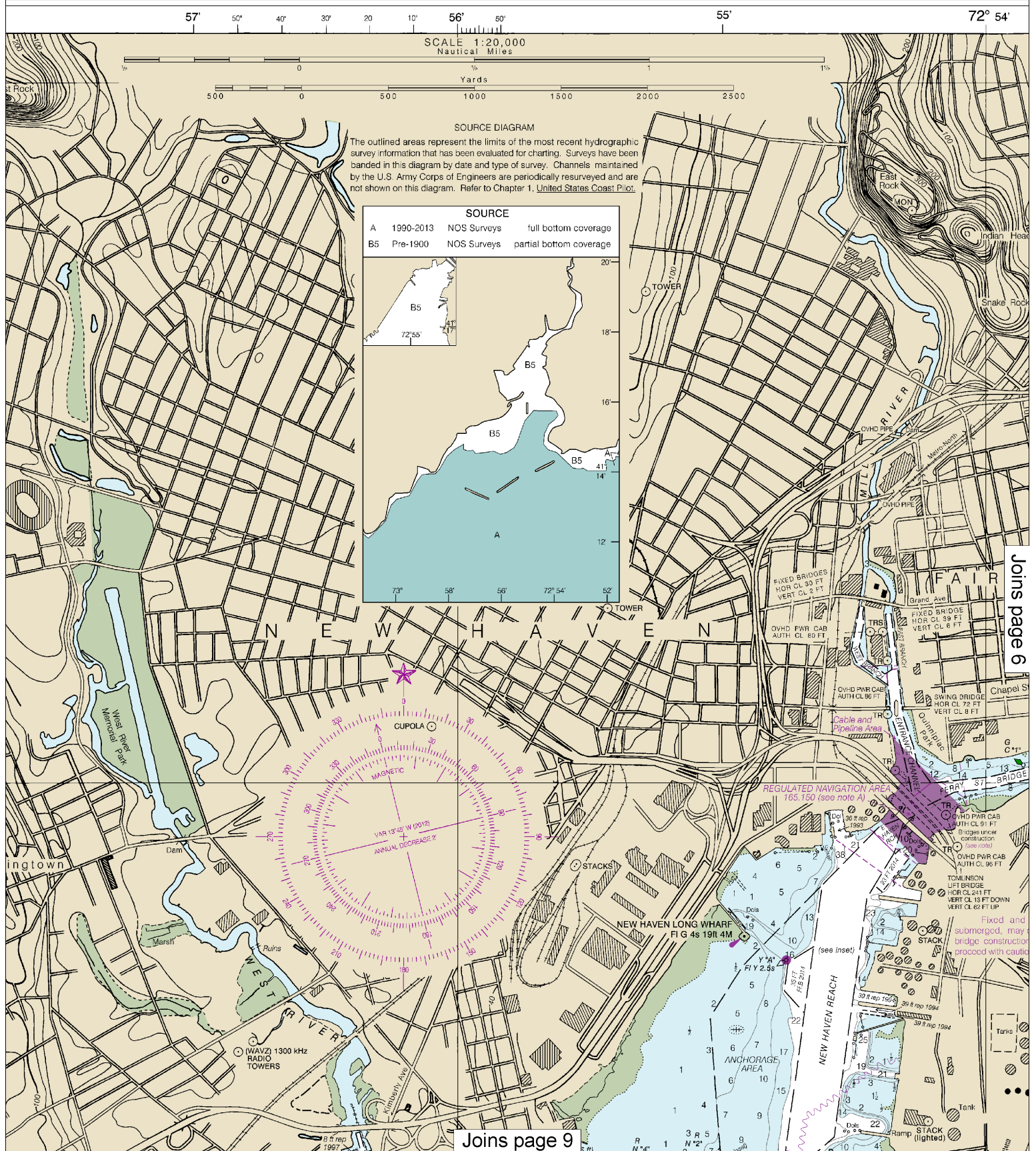
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

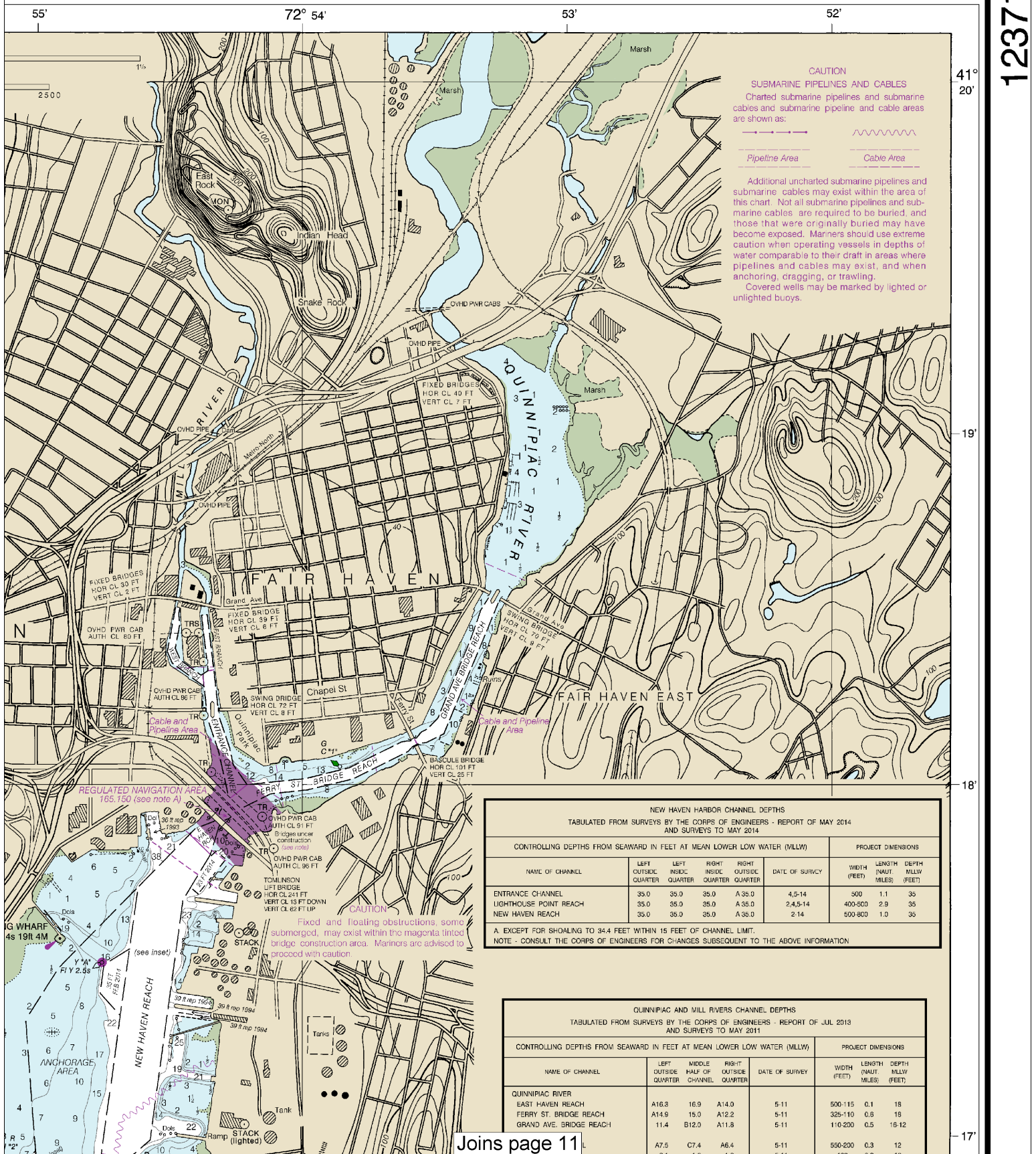




This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

SOUNDINGS IN FEET

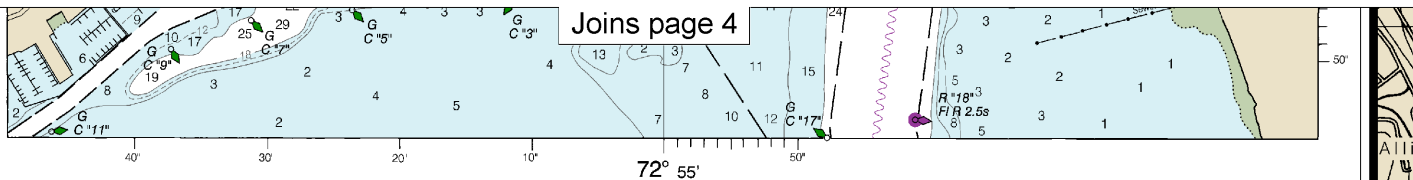
12371



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Last Correction: 6/16/2016. Cleared through:
 LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

7



UNITED STATES - EAST COAST
CONNECTICUT

NEW HAVEN HARBOR

Mercator Projection
Scale 1:20,000 at Lat 41°15'

North American Datum of 1983
(World Geodetic System of 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

PLACE	Height referred to datum of soundings (MLLW)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean Low Water	Mean Lower Low Water
NAME (LAT/LONG)		feet	feet	feet
New Haven (41°17'N/72°55'W)		6.7	6.4	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jul 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

- | | | | |
|-------------------|--------------------------|------------------------|--------------------|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Is isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |
- Bottom characteristics:
- | | | | | |
|---------------|-----------|---------|-------------|-----------|
| Blds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |
- Macellaneous:
- | | | | |
|-----------------------|-------------------------|----------------------|----------------|
| AUTH authorized | Obstr obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |
- (2) Wreck, rock, obstruction, or shoal except clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

New London, CT	KHB-47	162.550 MHz
Meriden, CT	WXJ-42	162.400 MHz
Riverhead, NY	WXM-80	162.475 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus:

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector is indicated by the symbol shown. Radar reflectors omitted from this chart are indicated by the symbol shown.

NOTE 2 NO-DISCHARGE ZONE

This chart falls entirely within the No-Discharge Zone (NDZ). Under the Clean Water Act, vessels operating within a No-Discharge Zone are completely prohibited from discharging or treating, into the waters. All vessels must have a marine sanitation device (MSD) that is anchored, or docked within a NDZ, disabled to prevent the overboard discharge (treated or untreated) or install a holding tank for the NDZ are contained in the chart. Additional information concerning requirements may be obtained from the U.S. Environmental Protection Agency (EPA) web site www.epa.gov/oceans/regulatory/vessel.

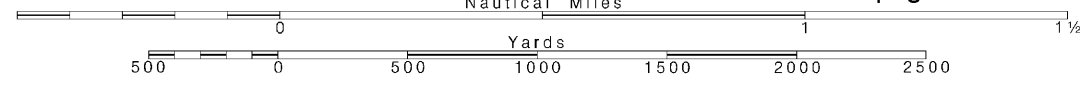
HORIZONTAL DATUM

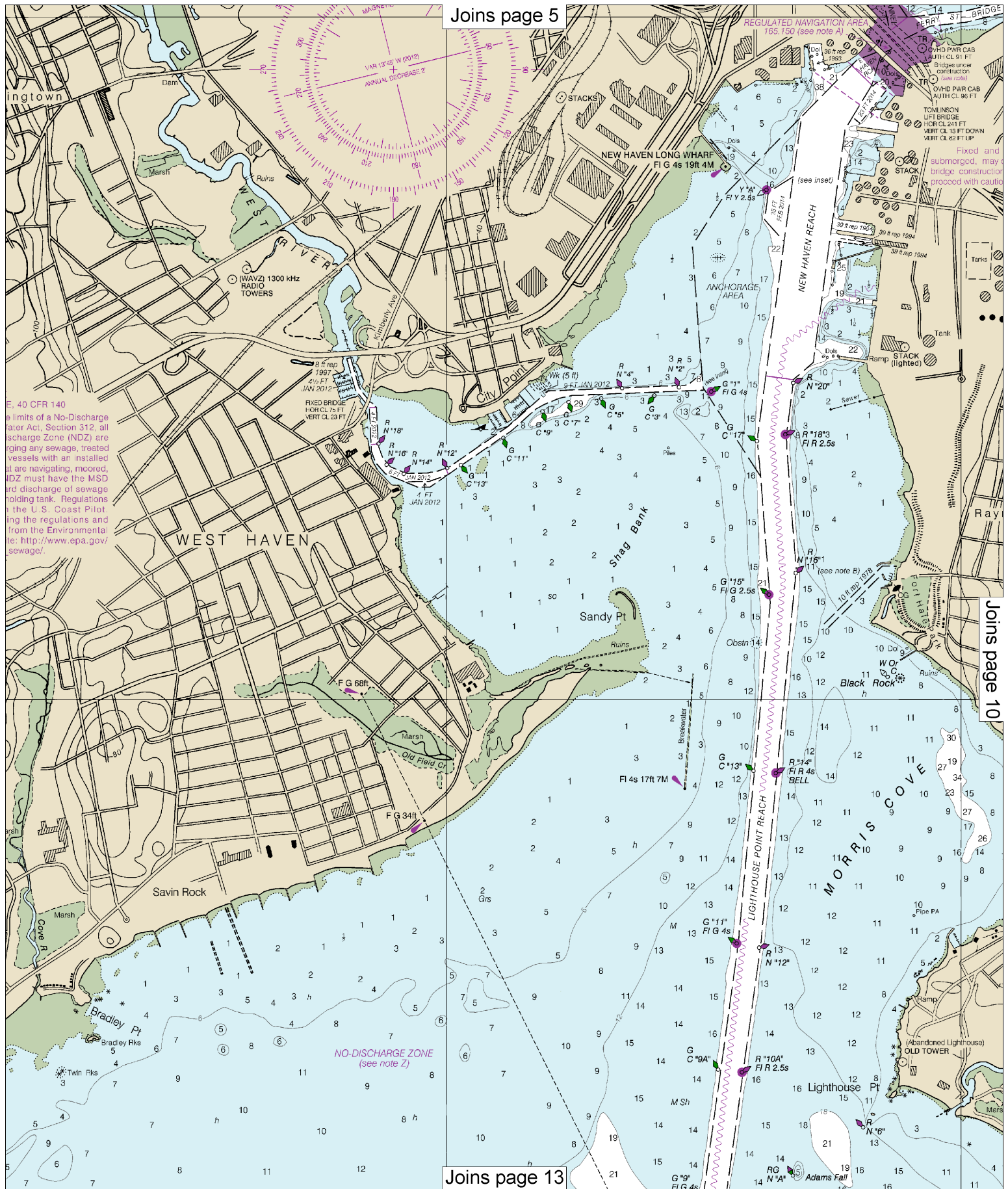
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.348" northward and 1.631" eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 2. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA. Refer to charted regulation section numbers.

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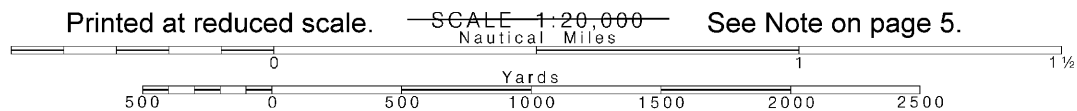






10

Note: Chart grid lines are aligned with true north.

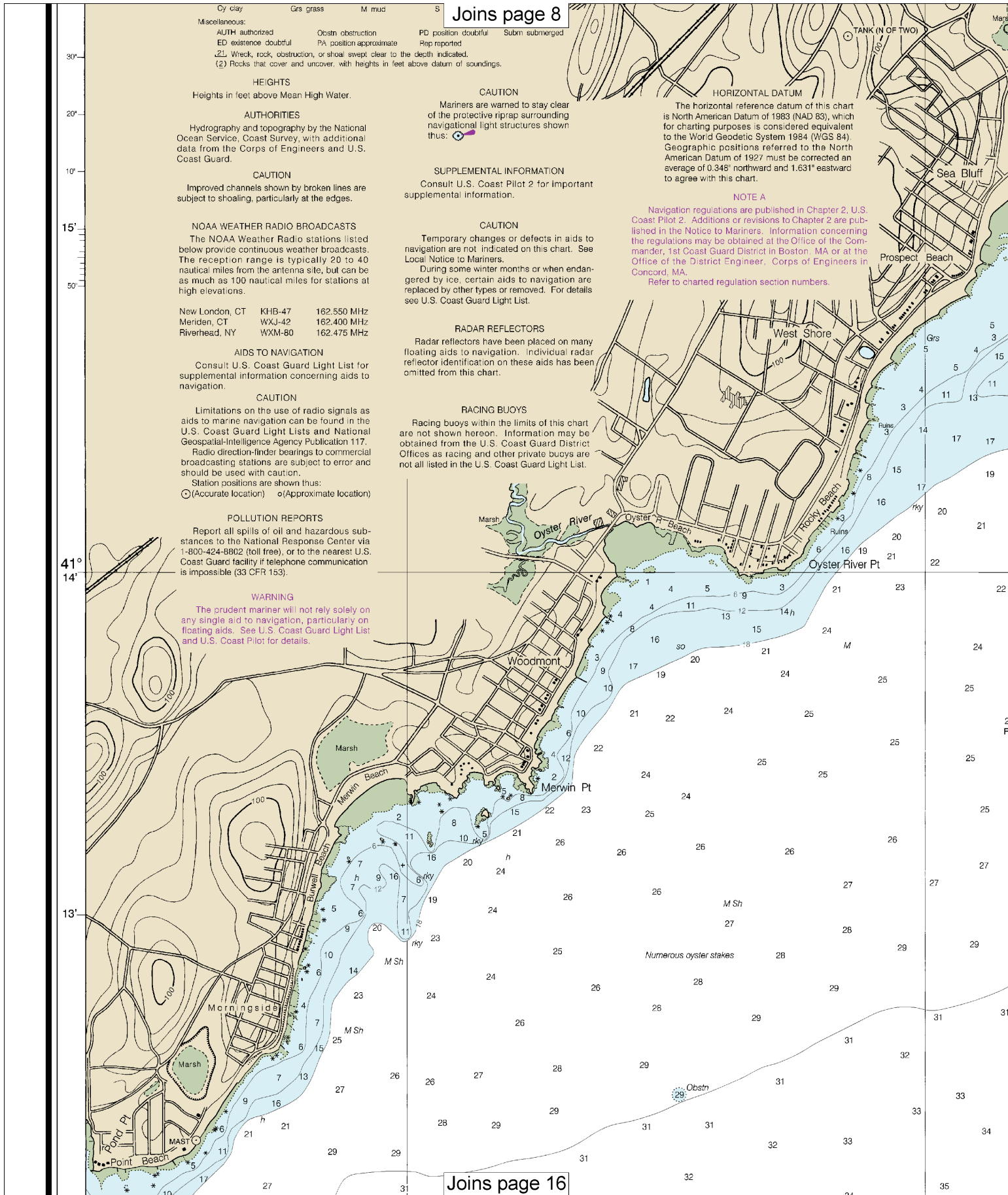


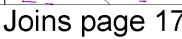
See Note on page 5.

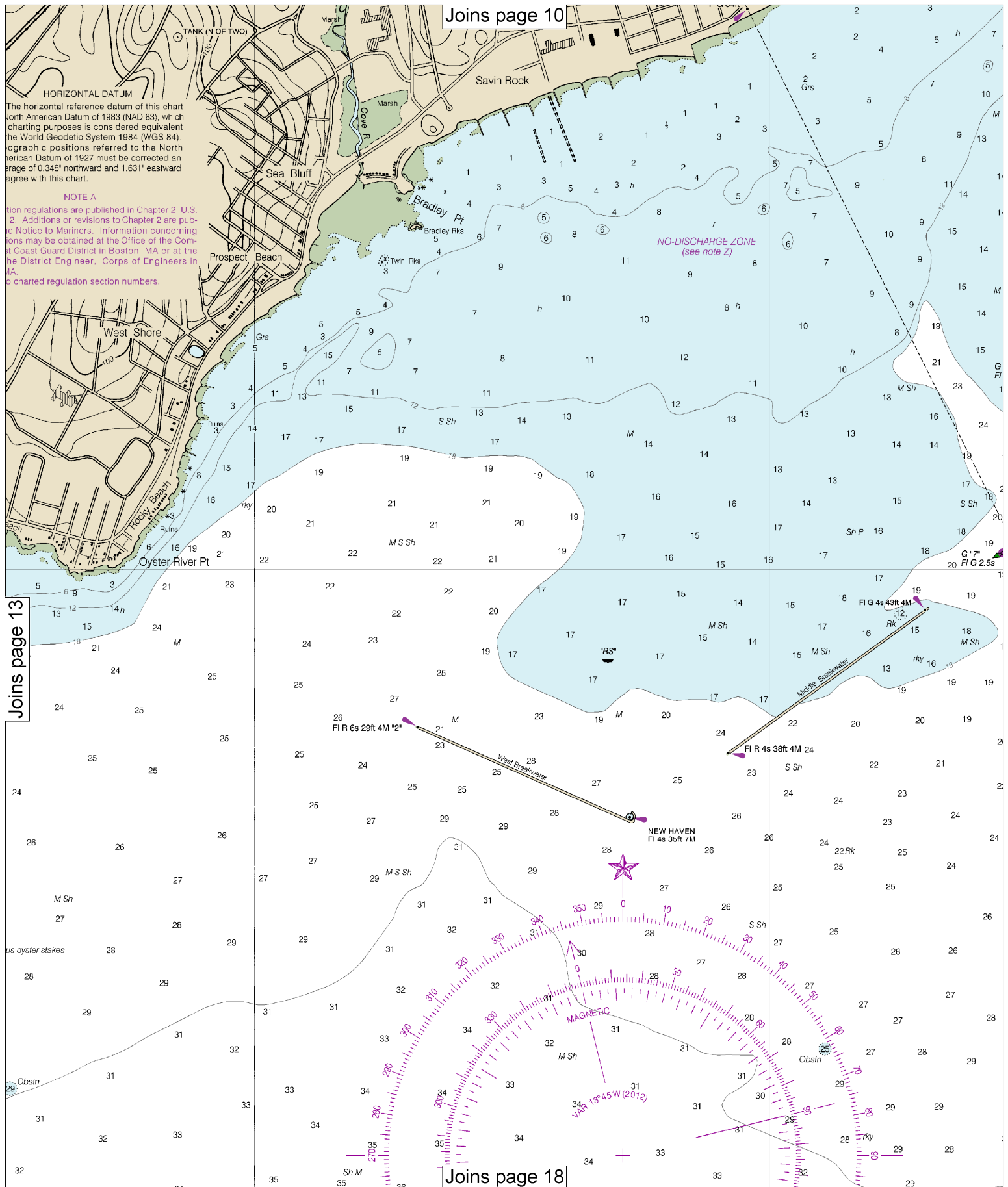
QUINNIPIAC AND MILL RIVERS CHANNEL DEPTHS						
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 1913 AND SURVEYS TO MAY 2011						
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)					PROJECT DIMENSIONS	
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	MIDDLE HALF OF CHANNEL	RIGHT- OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	DEPTH (NAUT. MILES) MLLW (FEET)
QUINNIPIAC RIVER						
EAST HAVEN REACH	A16.3	16.9	A14.0	5-11	500-115	0.1 18
FERRY ST. BRIDGE REACH	A14.9	15.0	A12.2	5-11	325-110	0.8 18
GRAND AVE. BRIDGE REACH	11.4	B12.0	A11.8	5-11	110-200	0.5 16-12
MILL RIVER						
ENTRANCE CHANNEL	A7.5	C7.4	A6.4	5-11	550-200	0.3 12
EAST BRANCH	2.1	1.8	1.2	5-11	100	0.2 12
WEST BRANCH	4.6	4.8	D6.2	5-11	285-75	0.3 12
A. DEPTHS UP TO 1.3 FEET LESS THAN REPORTED EXIST WITHIN 20 FEET OF CHANNEL LIMIT.						
B. EXCEPT FOR SHOALING TO 10.0 FEET WITHIN 5 FEET OF THE END OF THE CHANNEL.						
C. EXCEPT FOR SHOALING TO 6.2 FEET WITHIN 25 FEET OF THE CHAPEL STREET BRIDGE FENDER.						
D. EXCEPT FOR SHOALING TO 3.9 FEET WITHIN 20 FEET OF THE END OF THE CHANNEL.						
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION						

Uncharted Fort Hale Channel buoys are positioned by the U.S. Coast Guard to mark the best water.

EAST HAVEN

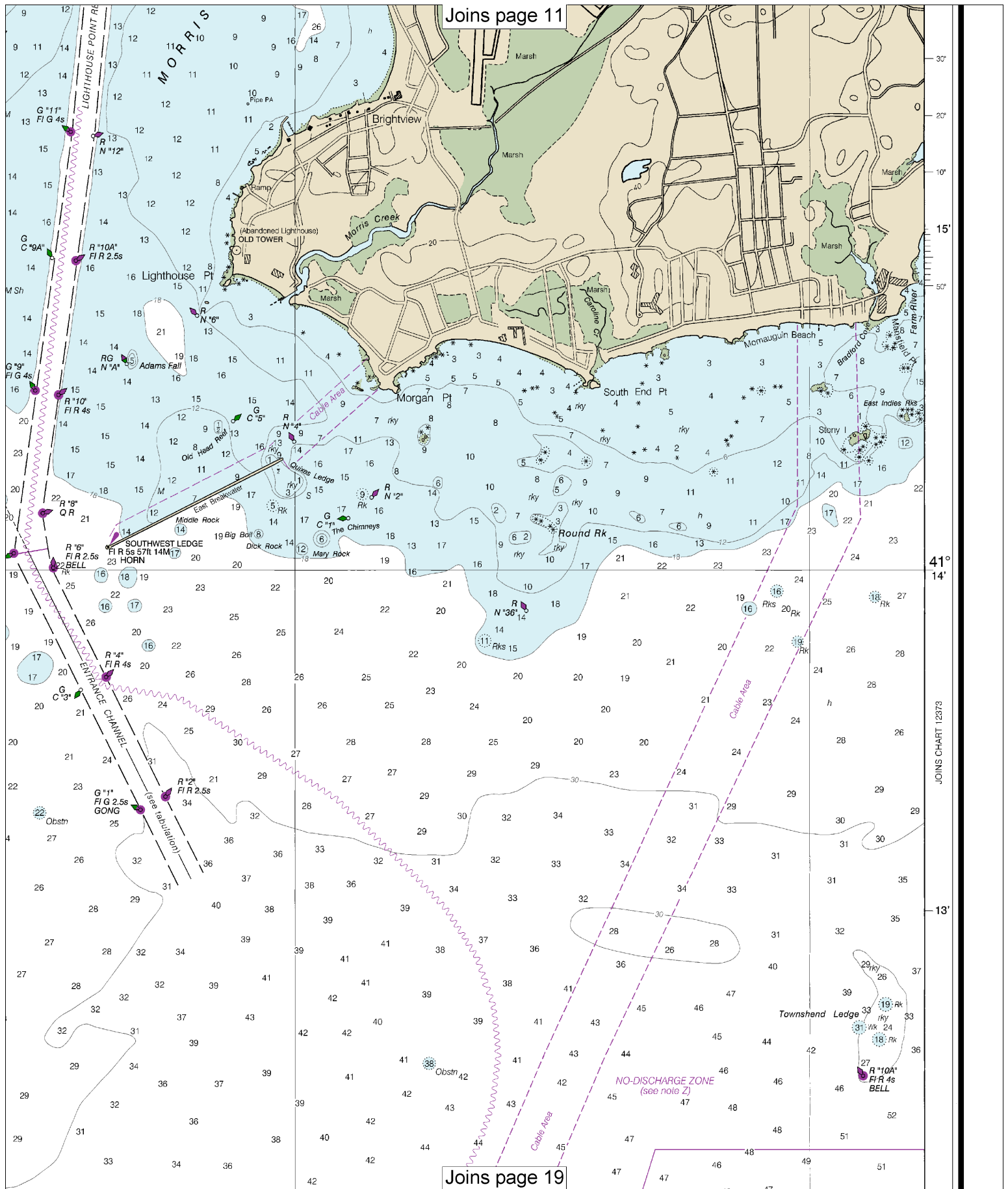




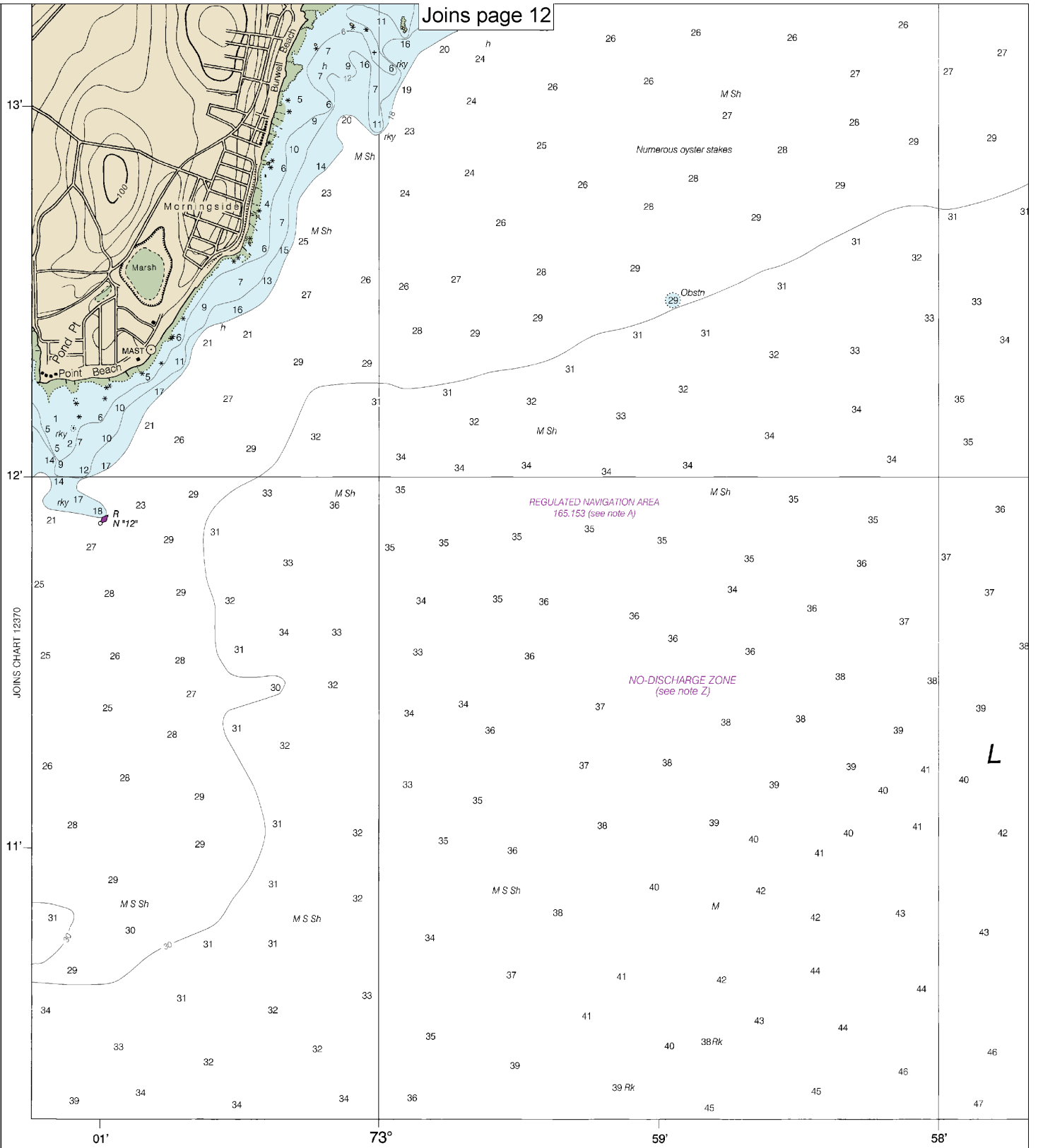


Note: Chart grid lines are aligned with true north.

See Note on page 5.



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25th Ed., Sep. 2012

12371

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

Last Correction: 6/16/2016, Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

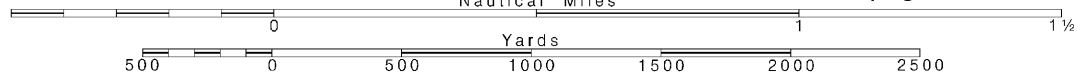
16

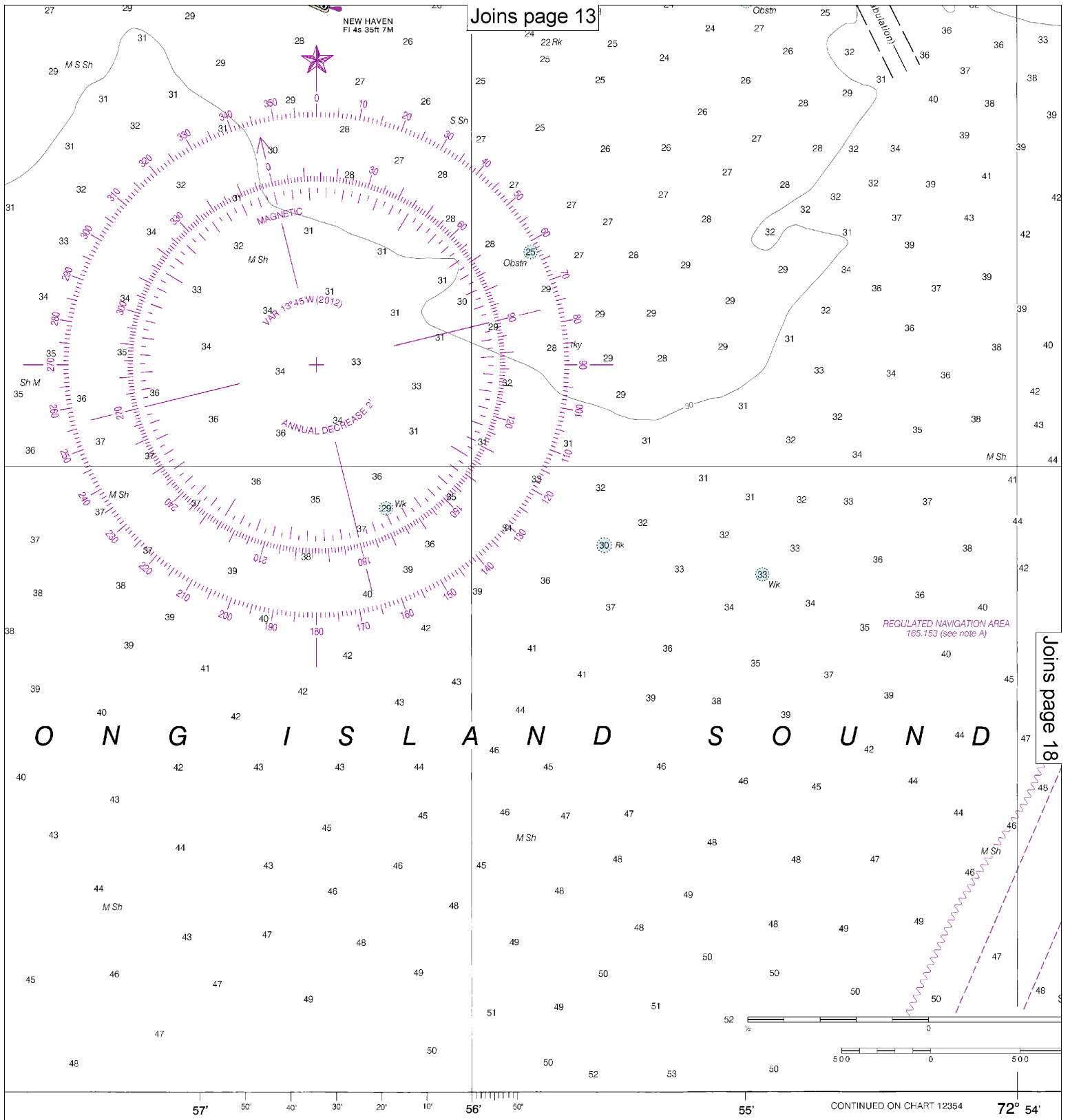
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.

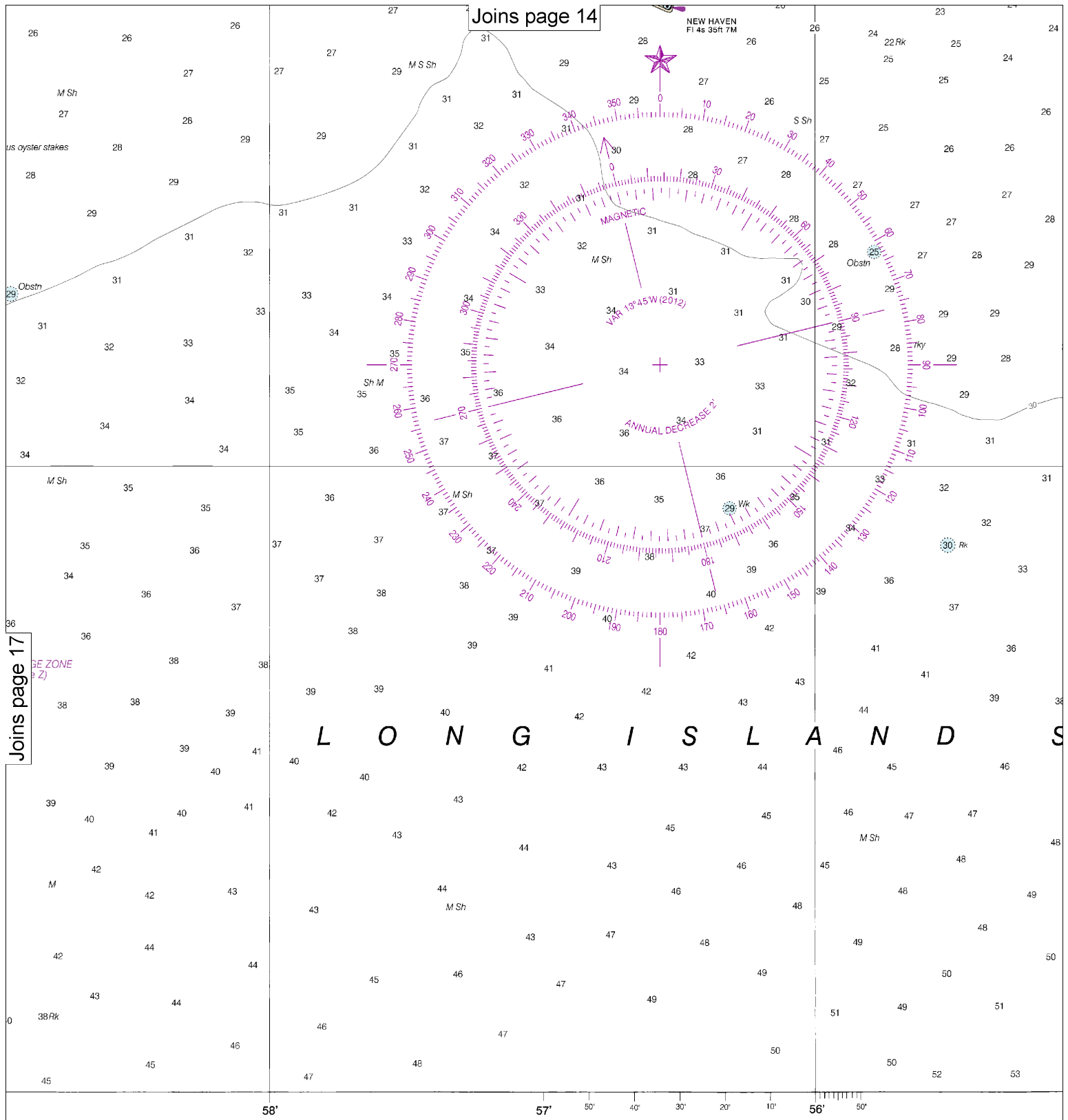




IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10



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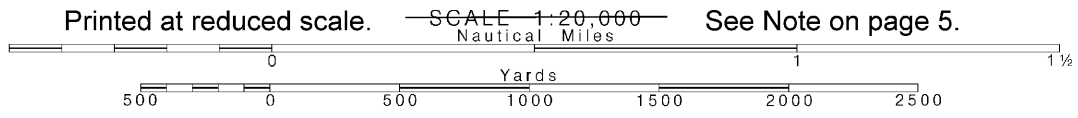
SOUNDINGS IN FEET

Partial-Intelligence hydrographic data shown in green in the lower left.

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

18

Note: Chart grid lines are aligned with true north.





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.